MEETING SUMMARY
AIR QUALITY FORUM

December 10, 2019
10:00 – 11:30 a.m.
MARC Board Room, 600 Broadway, Suite 200
Kansas City, MO 64105

Members and Alternates in Attendance
Beth Pauly, MEC
Doug Watson, KDHE
Gina Bowman, B2G
Jaclyn Brown, WYCO
John Neuberger, Sierra Club
Josh Wood, City of Olathe
Kelly Gilbert, MEC/KCRCC
Mike Booth, JCDHE
Philip Boyless, KCMO
Richard Blevins, Clay Co
Richard Rocha, Bayer
Rollin Sachs, U.G. DAQ
Scott Burnett, Jackson Co.
Sean Partain, MoDOT
Tiffany Le, KCBPU
Jodi Frisbee, KCMAO
Todd Rogers, JCDHE

Others in Attendance
Catherine Reid, Aviation Dept.

MARC Staff
Doug Norsby, MARC
Karen Clawson, MARC
Alex Rotenberry, MARC
Martin Rivarola, MARC
Tom Jacobs, MARC

1. Introductions and Determination of Quorum
   Introductions were made. Quorum was met.

2. October and November Meeting Summaries
   These summaries were APPROVED.

3. State Rules in Progress
   a. Discussion/comments: Missouri SIP Rescission of the Low RVP requirement
      Karen Clawson shared a draft comment letter with the forum that outlines questions
      and concerns related to the proposed rescission of Missouri’s “Low RVP Rule.” She said
      that the analysis of the RVP rule was initiated by the Red Tape Reduction executive
      order. Ms. Clawson shared details in the comment letter and stated that the comment
      letter is intended to convey concerns and ask questions regarding the Regulatory Impact
      Report and not to share a final position. Missouri Department of Natural Resources
      (MoDNR) will respond to the letter before the Air Quality Forum proceeds with
      determining it’s position on the issue and submits a new letter in the final comment
      period in the next couple of months.
One concern raised in the letter is that the timing of the Missouri and Kansas processes to analyse the efficacy of the rule are not aligned. The letter requested that Missouri and Kansas align as much as possible at this point. The full list of comments presented and submitted to MoDNR as below:

- MARC has examined the various transportation inputs used in the MOVES modeling assessment and considers them to be fair for the Kansas City region.
- MARC acknowledges that:
  - Model results show a decrease of NOx and VOC emissions from 2017 to 2020 associated with fleet turnover and improved emissions technology, and
  - Model results show that the low RVP rule provides only a slight reduction to both NOx and VOC emissions, therefore
  - MDNR believes that the effect of the rule rescission is not significant enough to “interfere with attainment or maintenance of the 2015 ozone NAAQS.”
- The analysis only considers changes in mobile emissions without regard to other regional emissions sources of NOx and VOCs. While the increases appear to be small, the exact location and diurnal timing associated with mobile based emissions may have an influence greater than the quantity would suggest. Produced during periods of heavy congestion, the evening commute in particular generates a surge of precursors when the weather is most conducive for ozone production. The addition of emissions at this time has the effect of supercharging the baseline level which has developed over the course of the day from VOC and NOx precursors contributions sourced by all sectors (Transportation, Power Generation, Industry, etc.)
- Formation of ozone requires NOx and VOC precursor emissions in the presence of conducive weather conditions (i.e. hot, dry, still). We have neither modeling nor monitoring specific to the ozone precursors, therefore it cannot be asserted with confidence that the region’s current ability to achieve attainment is due to successful pollution controls rather than anomalous weather. During the last five ozone seasons, each year recorded above average precipitation. Over this time, the region averaged 8.7 inches above normal annually (26.7% above normal). If our current attainment status is substantially due to weather, then the region may be eliminating efforts to reduce emissions at a time when we should still be striving to find additional innovative methods of curbing precursors even further. In the absence of photochemical analyses showing precursor levels, ground level ozone development and the geographic distribution of limiting precursor(s),
there seems insufficient evidence to make the determination that this rule is unnecessary.

- To avoid any potential backsliding, if this rule is rescinded, the MoDNR should provide some new active measure that would replace (or improve upon) the reductions lost through eliminating the rule. i.e. Repeal and Replace. In the event that the rule is rescinded, and the next ozone season experiences a violation of the standard - what steps would MoDNR take ensure the Kansas City region stays in attainment?

- Please clarify/explain this statement in Section 5: “Inaction would result in the continuation of overly burdensome compliance provisions.” What are the specific costs associated with compliance provisions? Has the sampling and testing not been efficiently streamlined and routinized over the last 18 years?

4. **Clean Air Action Plan Update: Bicycle/Pedestrian Planning Efforts**
   Alex Rotenberry, MARC Complete and Green Streets Planner provided an update on bicycle/pedestrian activities underway. Mr. Rotenberry stated the Clean Air Action Plan strategy that relate to his work: Increase regional bike facility mileage within ½ mile of mobility hubs. He also mentioned the plans that MARC has in place to support bicycle/pedestrian planning in the region: Regional Bikeway Plan, MetroGreen, and the Completes Streets Handout. One new plan that will support his work is the regional Wayfinding Plan that is funded through the Planning Sustainable Places and multiple jurisdictions in the region. Once completed, this plan will provide guidance on consistent wayfinding system for the region including graphics, mapping, and other content. Mr. Rotenberry showed several images of sign concepts.

   MARC’s bicycle and pedestrian program will continue with its outreach in 2020 which will focus on Bike Month, National Trails Day, National Walk to School Day, and an update to the Regional Trails and Bikeways Map.

   The Bicycle & Pedestrian Advisory Committee’s work plan for the year includes completion of the ConnectedKC 2050 plan, Complete streets evaluation, regional counting program, APBP monthly webinars, and ranking Bike/ped project applications for federal funding.

5. **Other Business**
   a. **MARC Conflict of Interest Policy**
      MARC’s Conflict of Interest policy was reviewed by the committee.
   b. **2020 Meeting Schedule**
      - January 14
      - February 11
      - March 10
      - April 14
      - May 12
      - June 9
      - July 14
      - August 11
6. **Next Meeting – February 11, 2020 at 10:00 a.m.**

7. **Adjourn**
   
   Meeting adjourned.